

VICTORY FOR PEOPLE SEEN BY FOUR PAPERS IN ACTION ON TRANSIT

Twining's Admission of Mitten Conference Shows Purpose of Taylor Plan Foes, Says Public Ledger

PUBLIC OPINION STRONG

Three Philadelphia morning papers and one afternoon paper discuss the transit victory in editorials today. By three of the result of the meeting yesterday is hailed as an overwhelming victory for the taxpayers of the city, and by the fourth the Mayor is scored for his insistence upon changes in the plans under City Hall.

Neither the Press nor the North American made any editorial mention of the transit question.

The Public Ledger has this to say editorially under the heading, "The Transit Conspiracy Laid Bare":

"If there remains in the mind of a single disinterested taxpayer or voter in Philadelphia a doubt as to the sinister purposes behind the attempt to destroy the Taylor rapid transit plans, that doubt must have been removed by the revelations at yesterday's meeting of the Finance Committee of Council. It was there shown by the admissions of Director Twining, that the changes in the rapid transit plans embodied in the so-called Twining report were made after secret conferences with the president of the Philadelphia Rapid Transit Company.

Under normal conditions there would be nothing significant about a conference between municipal officials and the officers of the Rapid Transit Company, but as those conferences immediately preceded the promulgation of an amazingly revolutionary report, recommending radical alterations in the city's program for rapid transit, changes which would have made it impossible for the city to deal with any corporation save that which already possesses exclusive control over the city's transportation system, the enormity of the betrayal of the city's interests becomes only too apparent. The one supreme revolutionary act of the city's officials in dealing justly with the Rapid Transit Company, it makes the interests of the city paramount, and gives it the inestimable advantage of position in dealing with the company for an operating agreement. To surrender that position would have been a shameful betrayal of the city to a corporation which, whatever its present good intentions, cannot escape from that deep popular distrust the seeds of which are sown with the stolen and juggled leases, watered stock and evaded obligations that are the foundation on which it is built.

The Mayor has probably found out by this time what the people want. It would have been better for him had he led the can in according to their demand, instead of posing before the committee and the public as the facile instrument of the Rapid Transit Company.

The Ledger has this to say, editorially: After all, public opinion is powerful in the city of Philadelphia. It has demanded the Taylor plans for rapid transit and apparently has got them.

We say apparently because when sturdy opponents of a proposition all of a sudden tumble over each other in their haste to outwail its friends, there is always ground for some suspicion. If, hidden away in the Lennor amendment to the loan bill there is a snake, it will appear in good time. But we prefer to think that nothing unwholesome is contemplated.

Many weeks have been wasted because of the suspension of work while Director Twining has been tearing in pieces the very plans which he helped to make. Now let us have done with all this fooling. Since the Finance Committee has voted unanimously to sustain the Taylor plans, it is taken for granted that Council will acquiesce. Let the order therefore be given by the Mayor to proceed with the work. Let bygones be bygones and let peace prevail.

Under the caption "Mayor or Engineer," the Record says in part, editorially: Really it is a bit of impertinence for the Mayor to inject his views about the safety of the City Hall into the discussion of the transit question. He may be a past master on the intricacies of 24th Ward politics, but he knows nothing about the engineering problems involved in the underground work at the City Hall.

Let him leave the matter to those who do know, while he confines himself to the financial details. His opinion on the safety of the City Hall foundations is worth no more than that of his office boy.

The Evening Bulletin hails the results of the meeting yesterday as "A Victory for Public Opinion" and says in part: "Public opinion as an honest and intelligent force left little room for any doubt as to its meaning when the attempt to delay and cripple the Taylor rapid transit plan began, to be fully understood, together with the apparent motives which entered into the inception of the agitation. If the Administration of the City Hall had persisted in keeping this question open, it would have encountered such a storm of popular opposition as would have overwhelmed it, and the loan bill would have been completely wrecked."

Henceforth there should be the strongest kind of pressure exerted upon the Mayor and the Department of City Transit to take hold of this work earnestly and vigorously with the substitution of the interests of the city for prior consideration to the interests of the Stotesbury-Mitten policy in the management of the Rapid Transit Company. If a controversy over the City Hall "foundations," however, is now to be set up, this causing more delay, public opinion should sweep it aside. Nothing better than the Taylor plan in its entirety is now likely to be proposed, and it will be to the interest of the public in every part of Philadelphia that they lay records soon for the prompt and effective solution of the rapid transit problem.

There is just one way in which the Mayor may repair the effects of this blundering, and that is to settle down to a policy of broad, prompt and straightforward treatment of the Taylor plan in toto from this time on.

MAYOR SMITH ORDERS SUBWAY WORK RESUMED

Continued from Page One He said that he knew of no changes in the general plan at this time.

P. R. T. CERTIFICATES DROP. On the Philadelphia Stock Exchange today the Rapid Transit certificates were the most active. During the morning they sold down a half dollar, to \$18, from the close of yesterday, but later in the day they recovered some of the loss, though they were still below the final of yesterday.

By 2 o'clock more than 1100 of the certificates had changed hands. The company's stock had not sold up until that time. Union Traction was also a fraction lower.

A wide difference of opinion as to whether or not the Lennor amendment to the municipal loan bill, advancing the item for transit development to \$47,100,000, makes any provision for the location of the Broad street subway station under City Hall came to light today.

James E. Lennor, president of Select Council and downtown Vore leader, who at the meeting of the Finance Committee yesterday introduced the amendment in the form in which it was passed, today declared that it was not intended to make any provision for the station under City Hall.

He stated frankly that he was still opposed to the Taylor island station plan under City Hall and pointed out the trick phrasing of the ordinance which will make it possible to change the station location in accordance with the recommendation of Transit Director Twining. This trick consists of the use of the words "four-track capacity" instead of calling for four tracks.

He said later that he was perfectly willing to conform to public opinion.

Mayor Smith, on the other hand, said quite positively today that, as he understands the amendment, the city now stands committed to the Taylor plans in every detail and to the Broad street station under City Hall.

The Mayor was asked the following questions: "Mr. Mayor, does the Lennor amendment, in your view, commit the city to Broad Street Station under City Hall?" "Yes, my reading of the bill," replied the Mayor, "and my understanding of it is that the city is committed to every line and every detail of the Taylor plan, including the station under City Hall as well."

"There seems to be considerable difference of opinion on the point of the station location. Even Mr. Lennor has explained today that he would like to change the station plans, and that is why your position should be clearly defined," the Mayor was told.

"I know nothing of what Mr. Lennor may have intended," the Mayor replied, "but as I understand it the City Hall station will be built if Council pass the ordinance. And while personally I will feel that it is a mistake, I shall do nothing more and shall sign the amendment if passed by Council. I have pledged myself to give the people what they want and I intend to keep that pledge."

"As I understand it, the city will get the entire Taylor plan in every detail. I felt it was a good thing to designate the sum to be used for the station, but now the money cannot be diverted to outside purposes. The matter now rests with Council, and, as I said, I shall sign the amendment if passed and shall keep my pledge with the people. I only ask a square deal by all."

The paragraph in the Lennor amendment, which gave rise to the difference of view, reads: "The city shall be authorized to issue bonds for the purpose of financing the improvement and payment of sinking fund and interest charges of a subway in Broad street, from Lehigh Island to Olney avenue, with a four-track capacity between McFerran and Spruce streets, with the necessary branch lines northeast and northwest from Broad street, \$25,000,000."

The trick, as Mr. Lennor pointed it out, was the insertion of the "four-track capacity" after the designation of the route of the subway. In the belief of Mr. Twining, a four-track subway could not be built on the east side of City Hall and would have to run under the Hall, as planned by former Director Taylor, thereby leaving the station at its original place.

Under the Lennor wording, which the subway would be of four-track "capacity," it would not necessarily have to contain the four tracks and could be built on the east side of City Hall to permit the station under the Twining plan.

When the position of Mayor Smith was later brought to the attention of Mr. Lennor, he said:

LENNOR'S ANSWER. "If the Mayor and Director Twining are willing to go to a lot of expense and if the people want it, I shall certainly not stand in the way of construction of the island station under City Hall."

"I am only a city father and a servant of the people, and I am ready to respond to the demands of the people. My amendment offers a wide latitude and the island station could be built under my amendment. Yes, if it's the will of the people that the island station be built I am for it."

VARE FOR CITY HALL STATIONS. Senator Vare today said:

"As I have said from the beginning, the people will get exactly what they want, including the island station under City Hall, as planned by Mr. Taylor. The Lennor amendment carries the appropriations and the routes in each locality. Under this amendment it will be impossible to leave out any of the features provided in the Taylor plan. This was not the case with the Seger amendment."

"A MESS," SAYS TWINING. Director Twining declined to interpret the Lennor amendment, as to whether it provides for a station under City Hall.

"I don't care to make any comment on the matter," he said, when questioned. "They made a mess of things yesterday. I'll not say a word about it. It's up to the man who offered the amendment and to the City Solicitor to interpret it."

Select Councilman Charles Seger, who introduced the amendment calling for an item of \$60,000,000 for transit at yesterday's meeting, when told of the difference of views, declared that he stood ready to fight for the station under City Hall, as he announced last week, should there be any likelihood of its being dropped.

Under the Taylor plan the station was planned as the key to the entire comprehensive system of high-speed subway and elevated lines, and supporters of former Director Taylor today declare that if there was the slightest intention of changing the plans under a possible trick phrasing of Lennor's amendment, they would reopen the fight with the same vigor as before.

Supporters of the Taylor plan today also called attention to another part of the Lennor amendment that may prove disastrous to the final working out of the Taylor system.

The Lennor amendment, it was shown, makes a separate item for the provision for the delivery loop, while the Taylor plan combines the delivery loop with the Broad street subway, making it impossible to contract the one without the other. The Seger amendment, which was defeated by the Finance Committee, combines the delivery loop with the Broad street subway according to the Taylor plan.

The Lennor amendment makes an entirely separate item of the Broad street subway and the delivery loop. Under the Lennor amendment, it was pointed out by advocates of the Taylor plan, the Broad street subway could be built without the delivery loop, which is the backbone of the entire Taylor plan.

MAYOR MET MITTEN SECRETLY. The adoption of the Lennor amendment yesterday came at the conclusion of one of the stormiest sessions ever held in the Finance Committee rooms of Council. Mayor Smith and Transit Director Twining were subjected to a severe grilling in the form of insinuating questions from Select Councilman Seger, of the Pennrose faction, and Select Councilman Harry J. Trainer, who recently defeated the Vore amendment in the course of the inquiry that the Mayor and Transit Director Twining had held two secret conferences with Thomas B. Mitten, president of the Philadelphia Rapid Transit Company, and A. L. Drum, consulting engineer for the transit company. But both the Mayor and the Director insisted that these meetings had had no influence upon the framing of the emancipated hobnob plan which was so overwhelmingly repudiated at the Finance Committee meeting.

Director Twining, during the cross-examination by the McNichol-Pennrose leaders, said he guessed he had taken orders.

Another climax came when it was brought out that the Keystone State Construction Company, the McNichol concern which holds the contract for sewer work under City Hall, is bonded through the Thomas B. Mitten company, from which, however, the Mayor said he had withdrawn before the company bonded the McNichol firm.

The hands of the political factions were seen at the meeting, when Mr. Lennor anticipated Mr. Seger and introduced an amendment providing that sewer work under City Hall, be bonded through the Thomas B. Mitten company, from which, however, the Mayor said he had withdrawn before the company bonded the McNichol firm.

Penrose. That is a privilege I enjoy. I and Twining went with Mr. Mitten on a tour of the proposed lines. We had not finished the trip at noon, and Mr. Mitten invited us to have lunch with him. We went to the Bellevue-Stratford, and lunch was served in his rooms. I asked Mr. Mitten then to give free transfers to the people of a certain section of West Philadelphia. He refused to do so, and I never saw him again until he walked into my office.

"He came to tell me he was ready to grant the free transfers. Mr. Twining's report to you is correct. We did talk about the Market street subway. The Mayor has a right to meet the heads of this corporation, as he is a member of the board of directors. Shortly after my election I met Mr. Twining. He was not told he was to be the Director. What he said of our conversation was correct. Later he said it was a mistake to put the station under City Hall. When I saw the condition of the foundation I was alarmed, ordered the work stopped and expressed myself publicly against going under City Hall. I said the work should be stopped, and it was stopped. It was my duty to ascertain the conditions, and so I asked engineers in the employ of the city to investigate. I made it my report public. It is immaterial to me where the tubes go. I am here to do my duty."

MR. LENNON'S AMENDMENT. Mr. Lennor's amendment: Toward the construction and improvement of subways, tunnels, railways, elevated railways and other transit facilities and the payment of interest and sinking fund charges fifty-seven millions one hundred thousand dollars (\$57,100,000) to be used, applied and expended as follows:

First. Toward the construction and improvement and payment of interest and sinking fund charges of a subway railway in Broad street from Lehigh Island to Olney avenue, with a four-track capacity between McFerran and Spruce streets, with the necessary branch lines northeast and northwest from Broad street, twenty-five million dollars (\$25,000,000).

Second. Toward the construction and improvement and payment of interest and sinking fund charges of an elevated railway from Front and Arch streets to Rhawn street, by way of Front street, Kensington avenue and Frankford avenue to Rhawn street, four million four hundred thousand dollars (\$4,400,000).

Third. Toward the construction and improvement and payment of interest and sinking fund charges of a double track, surface passenger railway, beginning at or near Frankford avenue and Oxford avenue, thence along Oxford avenue, Castor avenue, Bustleton avenue, Verree road, Worthington road and Southampton road to Berry and Bonaparte pike, with all necessary curves, switches, grading and widening of roads, construction of bridges and purchase of private property in connection therewith, one million two hundred thousand dollars (\$1,200,000).

Fourth. Toward the construction and improvement and payment of interest and sinking fund charges of an elevated railway beginning at or near 30th and Market streets, or at or near 30th and Chestnut streets, and extending thence to Darby, four million two hundred thousand dollars (\$4,200,000).

Fifth. Toward the construction and improvement and payment of interest and sinking fund charges of a subway railway extending beneath the Parkway from a point of connection with the Broad street subway at or near the City Hall, into Fairmount Park near the Green

street entrance, and an elevated railway connecting with the same, extending thence over 29th street, Henry avenue and Ridge avenue to Roxborough, seven million five hundred thousand dollars (\$7,500,000).

Sixth. Toward the construction and improvement and payment of interest and sinking fund charges of a subway railway in Arch street, 8th street and Locust street, forming a delivery loop and connecting with the Broad street subway at or near Arch street, and at or near Locust street, seven million six hundred thousand dollars (\$7,600,000).

Seventh. Toward the construction and improvement of a subway railway, if Council should determine that the same should be erected, as a connection between the elevated railways leading to Frankford and to Darby, such subway to be mainly under Chestnut street, and for the payment of sinking fund charges and interest thereof, five million dollars (\$5,000,000).

Eighth. Toward the acquisition of real estate and real estate easements in connection with the construction and improvement of the foregoing subway and elevated railways and other transit facilities, two million two hundred thousand dollars (\$2,200,000).

Ninth. Any surplus or balance remaining in any of the foregoing paragraphs of this transit item, after the completion of the work therein specified, shall be used toward the completion of the work in any of the foregoing paragraphs in which there has not been sufficient money provided to complete that particular work.

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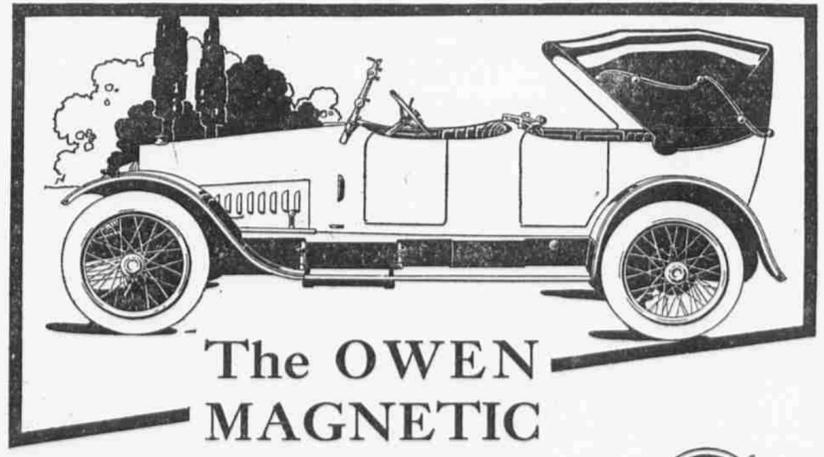
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